2003-23

ENVIRONMENTAL ASSESSMENT

CONSTRUCTION OF A NEW APRON ADDITION to the ALERT FACILITY

DAVIS-MONTHAN A.F.B.

29 SEPTEMBER 2003

C.W. Miller, Ph.D.

Report Documentation Page

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29 SEP 2003		**00-00-2003 to 00-00-2003**

4. TITLE AND SUBTITLE	5a. CONTRACT NUMBER
Environmental Assessment Construction of a New Apron Addition to the Alert Facility Davis-Monthan AFB	5b. GRANT NUMBER
	5c. PROGRAM ELEMENT NUMBER
6. AUTHOR(S)	5d. PROJECT NUMBER
	5e. TASK NUMBER
	5f. WORK UNIT NUMBER
7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) **355th Civil Engineer Squadron (CES/CEVA),710 Third Street,Davis-Monthan AFB,AZ,85707**	8. PERFORMING ORGANIZATION REPORT NUMBER
9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES)	10. SPONSOR/MONITOR'S ACRONYM(S)
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14. ABSTRACT

15. SUBJECT TERMS

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a. REPORT **unclassified**	b. ABSTRACT **unclassified**	c. THIS PAGE **unclassified**	**Same as Report (SAR)**	**30**	

2003-23

FINDING OF NO SIGNIFICANT IMPACT

1.0 NAME OF ACTION: Construction of a new Apron Addition to the Alert Facility for rapid deployment of aircraft at Davis-Monthan Air Force Base (DMAFB), Arizona.

2.0 DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES: The 355 CES/CECN proposes construction of an Apron Addition to the Alert Facility to improve the WADS Homeland Defense Mission. The new Apron will cover approximately 45,000 square feet of which approximately one half is already paved. Further, a fence of approximately one thousand linear feet and eight lights would be added. The 355 CES/CECN designated a preferred alternative site and two additional sites for the same project as meeting the above specifications, identified as Alternatives A and B, for consideration.

3.0 SUMMARY OF ANTICIPATED ENVIRONMENTAL IMPACTS: Implementing the proposed action at the preferred alternative location, would have the following impacts on the local environment:

3.1 Land Use. The project will occupy a total of approximately 45,000 square feet of which approximately 22,500 square feet are currently unoccupied.

3.2 Air Quality. The proposed action will have minimal impacts on air quality during construction. Long-term use of the new facilities will not impact overall air emissions since the functions of the existing Apron will simply be transferred.

3.3 Health and Safety. During construction, the project will present a slight possibility of construction accidents, but no more than any similar project of this magnitude. After construction, the improved Apron will greatly improve safety for personnel by bringing DMAFB into compliance with Explosive Safety Standards outlined in AFM 91-201.

3.3 Geology and Soils. The proposed action will have no impacts on geology below the level of soils since the proposed facilities will not require construction below the level of soils (4-5 feet). Soils on approximately 22,500 square feet of lands now undeveloped will be covered by pavement.

3.4 Water. The proposed action will have no impacts on surface or groundwater resources.

3.5 Solid Waste. Construction activities will produce a temporary increase in waste materials, which will be disposed in approved landfills.

3.6 Cultural Resources. The proposed action will have no impacts on cultural resources (items of historical or archaeological significance).

3.7 Biological Resources. Construction of the Apron will require removal of scattered grasses and six Mesquite trees from an area of 22,500 square feet. Birds, animals, and reptiles would naturally relocate to nearby areas, which are similar in native vegetation to that vegetation to be removed.

3.8 Social, Economic, and Quality of Life. The project is not associated with any increase in personnel; hence there should be no additional demands on housing, schools, and other social services.

4.0 CONCLUSION: Based on the findings of the Environmental Assessment, "Construction of a New Apron Addition to the Alert Facility, Davis-Monthan AFB" (2003), and adherence to standard operating procedures with regard to site preparation and construction, operation, and maintenance, no significant impacts are expected from the proposed action. No negative cumulative impacts are identified with this project as associated with any other nearby activities. Instead, this project will markedly improve overall environmental quality as compared to continued use of existing facilities and processes. An issuance of a Finding of No Significant Impact (FONSI) is thus warranted. This action does not constitute a major federal action of significant magnitude to warrant preparation of an Environmental Impact Statement.

MICHAEL W. SPENCER, Colonel, USAF
Commander, 355th Wing

Date

SUMMARY OF ENVIRONMENTAL ASSESSMENT BY SECTION

1.0 Outlines the purpose of and need for action and the process of identifying relevant environmental issues.

2.0 Provides a description of the Proposed Action and reasonable alternatives that have been identified and provides a comparative summary table of the effects of the alternatives on the environment.

3.0 Presents the affected environment under baseline conditions, providing a basis for analyzing the impacts of alternatives.

4.0 Presents the results of the environmental analysis (summary in section 2.0 derives from this).

Appendix A includes maps of the general locale of the project within Davis-Monthan A.F.B. (DMAFB) and more detailed maps of the particular project.

Appendix B includes documentation of authority for undertaking the project and other items of importance for coordination of the effort among various entities.

ENVIRONMENTAL ASSESSMENT

1.0 PURPOSE AND NEED FOR ACTION

The National Environmental Policy Act of 1969 (NEPA) requires preparation of an Environmental Assessment (EA) by the responsible federal agency for certain projects. Details of the preparation of this EA are mandated by the Council of Environmental Quality (CEQ) in the series of regulations 40 CFR 1500-1508 as mandated by NEPA. This project is sufficient to require an EA which will be available for inspection in Rm 223 of Bldg 4300 at DMAFB, 355 CES/CEVA. Notice of this availability will be made by 355 WG/PA through the *Desert Airman*, through the DMAFB Intranet web site, and possibly other sources as well.

The USAF proposes to construct an Apron providing new aircraft parking spaces for the Alert Facility, Bldg 128, adjacent to the major runway (true bearing S43 09'06"E) to provide more rapid deployment of Homeland Defense Flights under AFM 91-201 as identified after 11 September 2001. In addition, existing space does not meet the Explosive Safety Standards outlined in AFM 91-201. An expansion to the existing Apron will occupy approximately 45,000 square feet with 1,000 linear feet of security fencing and eight lights along the fence, though approximately one half of the area is already covered by asphalt and concrete.

1.1 PURPOSE AND NEED

The existing apron is adjacent to an Alert Facility dating from 1956 and is inadequate in size for aircraft assigned to the WADS Homeland Defense.

Immediate response may be necessary in the event of terrorist attack or other incident. More space is necessary for aircraft assigned to duty in this event. Further, more working space will increase efficiency, safety, and morale among the assigned personnel.

1.2 DECISIONS TO BE MADE

After considering this EA and other pertinent information, the Chairperson of the Environmental Protection Committee (EPC) at DMAFB will decide if the environmental consequences resulting from the proposed action at the preferred alternative, Alternative A, or Alternative B, and the No Action alternative, qualify for a Finding of No Significant Impact (FONSI) or if an Environmental Impact Statement (EIS) will be required.

At the DMAFB level a final decision will determine the location of the apron, though a tentative decision has already identified the preferred alternative. Further, the No Action alternative could still be selected.

1.3 LOCATION OF PROPOSED ACTION

The preferred alternative location of the expanded Apron is annotated on the maps of the project. Approximately one half of the 45,000 square feet to be covered by the new Apron is paved though additional surfacing may be added under this project. A security fence and eight lights would be added on the perimeter of the apron.

However, two alternatives for siting, designated Alternative A and Alternative B, as well as an alternative of "No Action" are also on record. Under Alternative A, the USAF would utilize a portion of an existing Hazardous Cargo Pad adjacent to Taxiway D, approximately 1,200 feet southwest of the Alert Facility, Bldg 128. Under Alternative B, the USAF would utilize a portion of an existing Maintenance Apron approximately 600 feet southeast of the Alert Facility, Bldg 128. Approximately one half of the 45,000 square feet of the area of the preferred alternative is presently paved with asphalt and concrete. The remainder of this area is exposed soils, grass, or scattered native vegetation, which would have to be removed.

1.4 SCOPING AND ENVIRONMENTAL ISSUES

1.4.1 SCOPING PROCESS

An interdisciplinary team conducted a scoping process for this project to identify relevant environmental issues. An environmental issue is defined as the effect of an unresolved conflict on a physical, biological, social or economic resource. The team identified a range of environmental issues potentially relevant to the decision to be made. The team examined these issues and eliminated the non-relevant items from detailed study while analyzing all relevant environmental issues in detail for potential environmental impacts.

1.4.2 RELEVANT ENVIRONMENTAL ISSUES

The team identified the following issues to be applicable to this particular project: land use, air quality, soils, biological, health and safety, and solid waste. Socio-economic and quality-of-life issues are identified as marginally applicable and are included.

1.4.3 NON-RELEVANT ENVIRONMENTAL ISSUES

The team considered other environmental issues, but determined that they are associated with limited or no impact in this particular case. The planned construction will have no effect on geology since construction at the preferred alternative will not be below the depth of soils. The project will have no effect on water resources, either groundwater or surface streams. The project will have minor effect on biological resources, plants, and animals, since the preferred location is occupied by a scattering of typical plants of the region. Since Alternatives A and B would utilize existing

areas which are already paved and in use, no new impacts can be anticipated if either of these Alternatives is selected.

1.5 PERMITS, ENTITLEMENTS, AND LICENSES

A Pima County Air Quality Permit is required for ground disturbances during construction.

2.0 ALTERNATIVES INCLUDING THE PROPOSED ACTION

2.1 DESCRIPTION OF ALTERNATIVES INCLUDING NO ACTION AND PROPOSED ACTION

In this section alternatives that have been identified as legitimate are compared to the alternative of No Action. The preferred alternative is readily identified because of the presence of the existing apron and adjacent Bldg 128. However, Alternatives A and B are logistically feasible since they are still relatively close to support facilities, though just far enough away that rapid response could be delayed. Further, Alternatives A and B both utilize area where other important functions are ongoing with possible conflict in missions.

2.1.1 NO ACTION

Under the No Action alternative, the USAF would not install this particular project. Hence usage of the existing Apron would subject personnel to occupational hazards and slow completion of tasks because of crowded conditions. Further, the USAF would be in violation of its own regulations.

2.1.2 PROPOSED ACTION

Under the preferred alternative, the USAF would construct the Apron. Choice of Alternative A would utilize space already occupied by an existing Hazardous Cargo Pad. Choice of Alternative B would utilize space already occupied by an existing aircraft Maintenance Apron. Under the preferred alternative, construction would require removal of some areas of vegetation. Fencing and lighting equipment will be installed.

2.2 SUMMARY OF ENVIRONMENTAL IMPACTS

The following matrix summarizes probable effects of the preferred alternative, the two siting alternatives, and the No Action alternative on the existing baseline environmental issues, if any of the alternatives are implemented.

COMPARATIVE MATRIX

RELEVANT ISSUES	NO ACTION	PROPOSED ACTION at preferred alternative	PROPOSED ACTION at Alternative A or B
LAND USE	The preferred alternative remains paved over approximately 50% with remaining portions exposed soils and native vegetation. Alternatives A and B remain paved but devoted to other functions.	New paving on approximately 45,000 sq. ft. with approximately half simply covering existing paving but new paving on the remainder thus covering lands of exposed soils, grasses, and a scattering of native vegetation.	Existing paved areas of Hazardous Cargo Pad and Aircraft Maintenance Apron to be utilized.
AIR QUALITY	No increase in air emissions.	Short-term increases in carbon monoxide, particulate, and nitrogen oxide emissions.	No increase in air emissions.
SOILS	The preferred alternative remains partially paved but with some soils exposed to erosion. Alternatives A and B remain paved.	After construction, additional soils of approximately 22,500 sq. ft. covered by asphalt and concrete.	No impact since existing paved areas to be utilized.
BIOLOGICAL	Small area of preferred alternative remains covered by native vegetation or is already paved. Other areas remain paved.	Approximately 10,000 sq. ft. of areas covered by grasses and an area of approximately six Mesquite trees to be covered by asphalt.	No impact since existing paved areas to be utilized.
SOLID WASTE	No increase in current volumes.	Waste disposed off base by contractor in local municipal/ county-approved or contractor-operated landfill.	No increase in current volumes.

HEALTH and SAFETY	Existing Apron remains overcrowded by aircraft and subject to accident, and is in violation of USAF regulations.	Brief increase in possibility of accidents during construction. Availability of more space in the long term will reduce possibility of accidents in regular use of facility and bring DMAFB into compliance with Explosive Safety Standards in AFM 91-201.	Possible conflict of missions at Maintenance Apron or Hazardous Cargo Pad. Distance from Bldg. 128 would delay response by pilots, a potentially disastrous situation for security.
SOCIO-ECONOMIC	No impact.	Temporary increase in employment through local contractor.	No impact.

3.0 AFFECTED ENVIRONMENT

3.1 LAND USE

The preferred alternative and Alternatives A and B are in an area of DMAFB devoted to the aircraft flightline and support activities.

3.2 AIR QUALITY

DMAFB is part of an air quality district managed by Pima County. Pima County is currently in attainment for all National Ambient Air Quality Standards.

Vehicles, aircraft, and other urban sources of pollution locally impact the air quality at all the alternative locations. Typical air pollutants in the flightline area are carbon monoxide and nitrogen oxides from fuel combustion, and volatile organic compounds from fueling/defueling operations. Construction activities will cause minor, short-term, emissions increases of carbon monoxide, nitrogen oxides, and particulates.

3.3 HEALTH and SAFETY

Approximately one half of the area of the preferred alternative is already in use as an Apron for the Alert Facility. So functions are ongoing in that locale. However, the facility is not in compliance with Explosive Safety Standards as outlined in AFM 91-201 as identified in an Explosive Site Submission of 31 January 2003. The area is identified as too small and confined for the activities and numbers of aircraft assigned

to that location. Alternative A is on a paved area also designated as a Hazardous Cargo Pad and utilized for loading and unloading weapons and other material requiring special handling. Alternative B is on a paved area also designated as a Maintenance Apron, currently utilized for repair of EC-130 aircraft. The preferred alternative and Alternative B are in a noise zone of approximately 75 Ldn from nearby runways. Alternative A is in a noise zone of just over 80 Ldn from nearby runways.

3.4 GEOLOGY and SOILS

The soils in this area are of the Mojave type consisting of sand-sized particles weathered from the surrounding exposed rocks in several mountain ranges fringing the Tucson Valley. Mojave soils are very deep (60 inches) but are not particularly fertile and when exposed, are subject to wind and water erosion. Mojave soils are of low to moderate permeability of 3×10^{-4} to 3×10^{-3}.

3.5 BIOLOGICAL

Though approximately one half of the total area of 45,000 square feet of the preferred alternative site is paved, the remainder includes some exposed soils, some covered by scattered grasses and a small stand of six Mesquite trees. The sites of Alternatives A and B are already entirely paved. Approximately 46 percent (4,741 acres) of the land at DMAFB is unimproved and inhabited by native plant communities. The remaining 54 percent (5,892 acres) is devoted to mission activities and consists of graded and developed land.

DMAFB lies within the biotic region known as the Sonoran Desert. This region is uniquely characterized by an unreliable and uneven bi-seasonal rainfall pattern separated by periods of spring and fall drought and short-duration freezing temperatures. The Sonoran Desert reaches its northern limits in central Arizona, where it contains two distinctive subdivisions: (1) the Lower Colorado River Valley, and (2) the Arizona Upland.

The Lower Colorado River Valley subdivision is the driest of the Sonoran subdivisions because of the combination of high temperature and low rainfall. Plant growth is typically both open and simple, reflecting the intense competition between plants for the scarce water resource.

The Arizona Upland subdivision has been described as the best watered and least desert-like desert scrub in North America. The vegetation in this subdivision is more varied than in the Lower Colorado River Valley subdivision and consists of more succulent species among the leguminous trees. More than 12 species of cholla (Opuntia spp.) cacti are represented in and are largely confined to this subdivision in addition to the abundant Saguarro (Carnegia gigantea), barrel (Ferocactus spp.), and various pincushion (Mammillaria spp.) cacti.

The vegetation habitat of DMAFB represents an overlap area for the Lower Colorado River Valley subdivision and the Arizona Upland subdivision. The ecotone between the two subdivisions is a common feature along the margins of the valleys in this area. This ecotone contains a unique variety of both species from the drier valleys and the lower bajada. Some of the species contributing to the diversity of this community included ocotillo (Iouquieria splendens), jojoba (Simmondsia chinensis), desert Christmas cactus (Opuntia leptocaulis), Engelmann prickly pear (Opuntia phaecantha var. discata), fishhook pincushion (Mammillaria microcarpa), and Fendler hedgehog (Echinocereus fendleri). Dominant species along drainages include western honey mesquite (Prosoperis glandulosa var. torreyanna), cat claw acacia (Acacia greggii), and blue palo verde (Cercidium floridum). Lesser species are present but too numerous to enumerate (USAF, November 1992).

A brief inspection revealed the presence of various chollas, prickly pear, creosote, and mesquite trees in the areas addressed under all three Options. However, those varieties are quite common. A number of barrel cacti are also present; thus one species which falls under some protections is identified in the area.

The creosote bush (Larrea tridentata) - white bursage (Ambrosia dumosa) vegetation association of DMAFB supports a wide variety of animal life including the coyote (Canis latrans), jackrabbit (Lepus spp.), desert cottontail (Sylvilagus audubonni), mule deer (Odocoileus hemionus), cactus wren (Canpylorhynchus brunneicapillus), curve billed thrasher (Taxostoma curvirostre), Gambel's quail (Callipepla gambelii), Inca dove (Columbina inca), and numerous rodents. More than 120 species of birds are present or use the desert scrub community of the base. These species include hawks, owls, doves, quail, thrashers, wrens, roadrunners, buntings, sparrows, warblers, and crows. Common reptiles indigenous to the base include the regal horned lizard (Phrynosoma solaris), eastern fence lizard (Sceloporus undulatus), gopher snake (Pituophis melanoliucus), and western diamondback rattlesnake (Crotalus atrox).

The common reptiles and amphibians are usually found only in undeveloped areas. Invertebrate wildlife, including insects, spiders, and snails, probably total in excess of 1,000 species in the area.

The current DMAFB Fish/Wildlife Management Plan is dated 2001. It is a component plan of the base's Integrated Natural Resources Management Plan (INRMP) dated April 1998.

Under the Arizona Native Plant Law, several species, including barrel cactus (Ferocactus spp.) can legally be moved from a locale, but must be replanted elsewhere.

Although a large number of federally and state-listed threatened, endangered, protected, and status review (i.e., species under review for possible listing) plant and

animal species occur in the vicinity of DMAFB, little evidence exists to indicate their presence on base. In September and October 1990, all undeveloped areas of the base were surveyed for three species with a reasonable potential for occurring: (1) the Federally endangered-Tumamoc globeberry (Tumamoca macdougalli), (2) the Federal candidate category 1-muley cactus (Coryphantha scheeri var. robustispina), and (3) the desert tortoise (Gopherus agassizii), the Sonoran population of which is currently under petition for listing as threatened or endangered. No signs of any of these species were found nor are they thought to occur on base. Threatened or endangered plant and animal species residing or transient within a 10-mile radius of DMAFB are listed as follows (USAF, November 1992).

PLANTS	
Pima pineapple cactus (Coryphantha scheeri var. robustispina)	Proposed endangered
Tumamoc globeberry (Tumamoca macdougalii)	Endangered
AMPHIBIANS	
Lowland leopard frog (Rana yavapaiensis)	Candidate 2
REPTILES	
Mexican garter snake (Thamnophis eques)	Candidate 2
Canyon spotted whiptail (Cnemidophorus burti)	Candidate 2
BIRDS	
Cactus ferruginous pygmy-owl (Glaucidium brasiliarum cactorum)	Endangered
MAMMALS	
California leaf-nosed bat (Macrotus californicus)	Candidate 2
Lesser long-nosed bat	Endangered

(Leptonycteris curasoae yerbabuenae)

3.6 SOLID WASTE

No sites of buried solid waste are associated with the preferred alternative or Alternatives A or B. The nearest site studied with possible relevance to the Environmental Restoration Program (ERP, previously the Installation Restoration Program) is approximately 400 feet north of Bldg. 128 but has been designated as not hazardous as noted in the relevant document (Montgomery Watson, 1997).

3.7 SOCIAL, ECONOMIC, and QUALITY OF LIFE

The preferred alternatives are all near the flightline in an area of DMAFB devoted to light industrial and service of aircraft and equipment.

4.0 ENVIRONMENTAL IMPACTS

4.1 NO ACTION

The site of the preferred alternative would remain primarily covered with asphalt but with a scattering of grasses and native vegetation. The sites of both Alternatives A and B would remain covered by asphalt as part of a Hazardous Cargo Pad and a Maintenance Apron, respectively.

4.2 PROPOSED ACTION

4.2.1 LAND USE

At the site of the preferred alternative, the Apron will cover approximately of 22,500 square feet of undeveloped lands, which are adjacent to the flightline. The existing paved area of approximately 22,500 square feet of the Apron will be repaved. Under Alternative A approximately 45,000 square feet of paved land now part of a Hazardous Cargo Pad would be utilized for some of the aircraft of the WADS Homeland Defense Mission. Under Alternative B, approximately 45,000 square feet of land, now an existing Maintenance Apron, would be utilized for some of the Aircraft of the WADS Homeland Defense Mission.

4.2.2 AIR QUALITY

Some particulates and vehicle emissions would be generated during construction at the preferred alternative site. After construction, no additional emissions will be associated with the improvement since the same number of aircraft will be in operation. No impacts beyond existing procedures would be evident at Alternatives A or B.

4.2.3 HEALTH AND SAFETY

The construction stage under the preferred alternative would present more possibilities of accident or other problems than will routine use of the completed Apron. However, construction would not present any greater danger than that of any equivalent project. Use of the completed Apron at the preferred alternative site would markedly improve health and safety. More space for additional aircraft and more work space for crew and pilots would be available. The facility would become compliant with the Explosive Safety Standards outlined in AFM 91-201 and a deficiency identified in an Explosive Site Submission of 31 Jan. 2003 would be corrected. In addition, the addition of a new security fence of 1,000 linear feet plus eight large lights will improve health and safety by improving security. At Alternative A, a more remote location of approximately 1200 feet from Bldg 128 would require more time for pilots and support personnel to reach aircraft. Thus the primary mission of WADS Homeland Defense would be compromised. Further, the function of the presence of aircraft frequently utilizing the Hazardous Cargo Pad could interfere with the primary mission of WADS Homeland Defense. At Alternative B, a Maintenance Apron, the presence of large EC-130 aircraft could interfere with the function of aircraft assigned to WADS Homeland Defense. Further, a distance of 400 feet from Bldg 128 could present a slight time delay in response. The noise level from nearby runways places the preferred alternative and Alternative B in an area of approximately 75 Ldn while Alternative A is in a zone just over 80 Ldn. Personnel would be restricted to certain ear protection measures when working in the area. Some danger of bird collision with aircraft could be reduced.

4.2.4 GEOLOGY AND SOILS

The project will have no impact on geology since construction will not be below the level of soils. Under the preferred alternative approximately 25,000 square feet of soils would be covered by pavement. No impacts beyond existing procedure would be associated with Alternatives A or B.

4.2.5 BIOLOGICAL

Construction of the Apron would require clearing of scattered grasses and six Mesquite trees on approximately 22,500 square feet of land under the preferred alternative. No threatened or endangered species of birds, mammals, or reptiles are present in the area. Common species resident in the area would naturally relocate to other similar nearby areas. No impacts beyond existing procedure would be associated with Alternatives A or B.

4.2.6 SOLID WASTE

The construction phase at the preferred alternative site will temporarily generate additional solid waste which will be removed and disposed of in accordance with appropriate regulations. After completion, the facility should generate no more waste than under the existing procedures. No impacts beyond existing procedure would be associated with Alternatives A or B.

4.2.7 SOCIAL, ECONOMIC, AND QUALITY OF LIFE

Under the preferred alternative, brief increases in employment for construction would be associated with the action. Over the long-term, this action is not associated with any increases in personnel, no additional housing, schools or other public services will be needed.

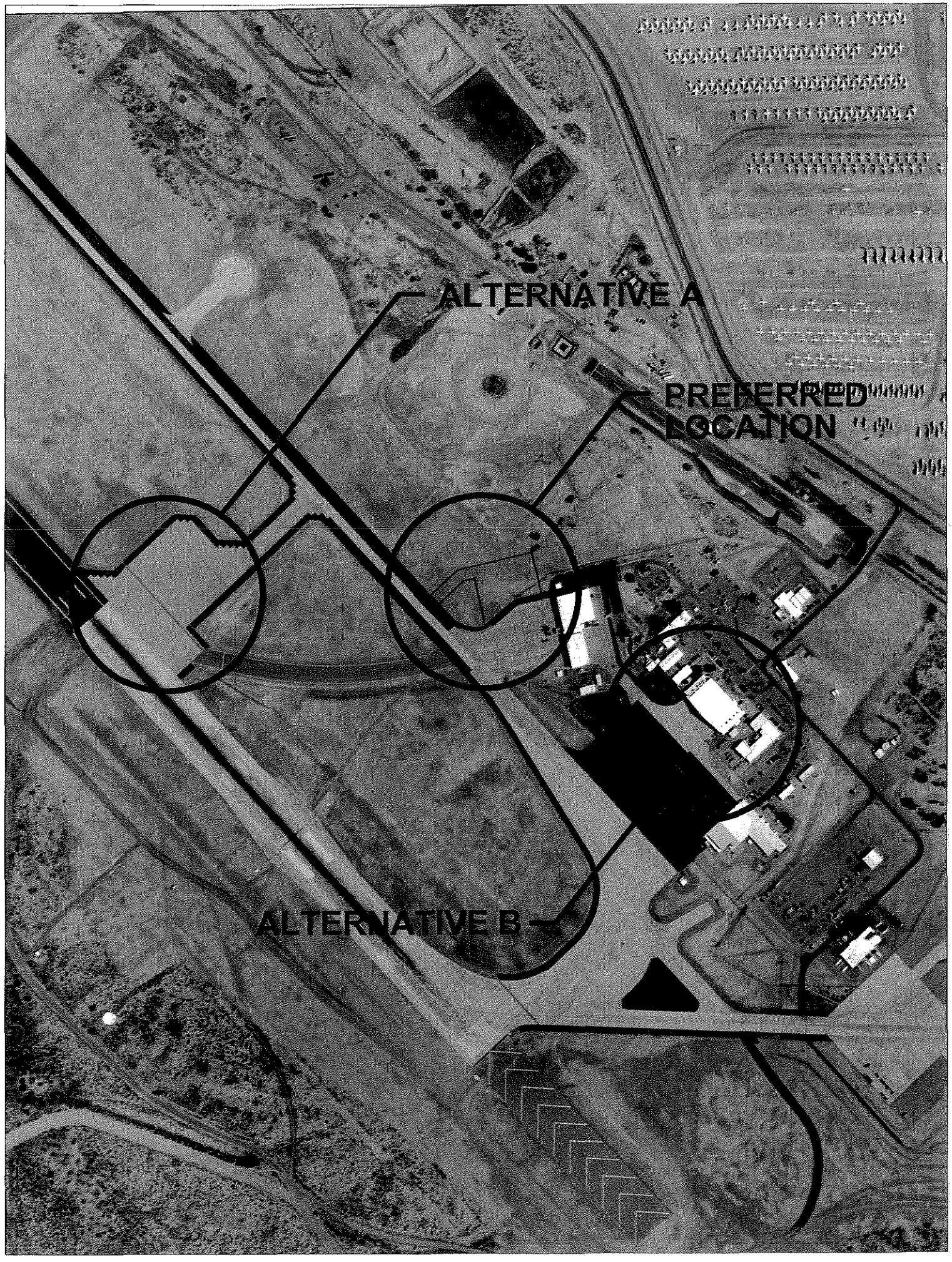
5.0 CONCLUSION

A review of this document and coordination with the appropriate agencies indicate that the project as proposed would have no significant impacts upon the existing environment. The preferred action would present minor environmental impacts as outlined above; though better logistical function of the project is associated with the preferred location. Alternatives A and B would utilize different areas for the project which have been paved, but important health and safety considerations suggest the choice of the preferred alternative over these areas. It is recommended that a Finding of No Significant Impact (FONSI) be signed.

Therefore, preparation of an EIS is not required.

Appendix A

Maps


ALTERNATIVE A
PREFERRED LOCATION
ALTERNATIVE B

Appendix B

Documentation and Coordination

1. COMPONENT	FY 2003 MILITARY CONSTRUCTION PROJECT DATA (computer generated)	2. DATE
AF(ACC)		

3. INSTALLATION AND LOCATION	3. PROJECT TITLE
DAVIS-MONTHAN AIR FORCE BASE, ARIZONA (ACC)	CONS APRON ADDITION ALERT FACILITY

5. PROGRAM ELEMENT	6. CATEGORY CODE	7. PROJECT NUMBER	8. PROJECT COST ($000)
55276/EEIC529	113321	FBNV020607	700

9. COST ESTIMATES

ITEM	UM	QUANTITY	UNIT COST	COST ($000)
Cons Apron Addition Alert Facility				553
Concrete	SY	5,000	80.00	(400)
Lights	EA	8	12,500.00	(100)
Fencing	LF	1,000	53.00	(53)
Subtotal				553
Overhead and Profit (26.5%)				147
Total Funded Cost				700
Unfunded Cost (Design 10%)				70
Total Project Cost				770

10. DESCRIPTION OF PROPOSED CONSTRUCTION: Construct 5000 SY concrete apron and apron access to the Alert Facility, Bldg 128. Construction will include a concrete reinforced apron with a 25ft asphalt shoulder, security fencing, and lighting. This project will be designed in-house and accomplished by contract.

11. REQUIREMENT: Requirement: 57,490 SY Adaquate: 52,490 SY Substandard: 0 SY

PROJECT: Construct

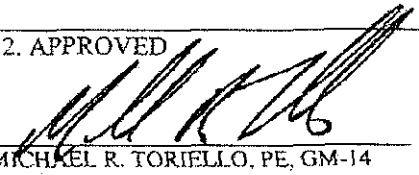
REQUIREMENT: This project will provide additional aircraft parking spaces for the Alert Facility. When work on Bldg 128 is being accomplished, the Alert aircraft must be relocated to ensure compliance with AFM 91-201 quantity distance requirements. This will result in a facility configured to meet the current needs of the Western Air Defense Sector Operating Unit (OL-B) stationed at Davis-Monthan AFB.

CURRENT SITUATION: The Alert Facility was built in 1956 and is the main control point for Homeland Defense Flights. After the terrorist attack of 9/11, the Alert Mission function was readdressed and new requirements were identified. The facility as it is now, does not support the new mission requirements and does not provide for adequate parking spaces for the assigned aircraft. Currently, the facility does not meet the Explosive Safety Standards outlined in AFM 91-201. This project will correct the deficiencies cited in the Explosive Site Plan Submission, dated 31 Jan 03 and will provide the required parking spaces for the aircraft.

IMPACT IF NOT PROVIDED: Adequate facilities will not be available for the WADS Homeland Defense Mission. Completion of this project is necessary to meet homeland defense tasking and prevent adverse effects to the mission. Inadequate aircraft parking space creates difficult working condition for the crew and pilots. Unit morale and mission readiness will be negatively impacted due to the inadequate facility.

ADDITIONAL: All applicable environmental, health, and safety codes will be adhered to during this renovation project in strict accordance with Air Force, Federal, State, and Local guidelines.

12. APPROVED



2/18/03

MICHAEL R. TORIELLO, PE, GM-14 Date

Deputy Base Civil Engineer

DD FORM 1391, DEC 76 THIS IS A COMPUTER GENERATED FORM

1. COMPONENT	FY 2003 MILITARY CONSTRUCTION PROJECT DATA	2. DATE
AIR FORCE		

3. INSTALLATION AND LOCATION
DAVIS-MONTHAN AIR FORCE BASE, ARIZONA (ACC)

4. PROJECT TITLE	7. PROJECT NUMBER
CONS APRON ADDITION ALERT FACILITY	FBNV 020607

I. INSTRUCTIONS:
Place one X in the most appropriate response for each topic area to show current status of compliance. When responding to a statement requiring additional data, fill in the blank with appropriate information. If none of the printed statements are appropriate, add or attach an appropriate comment. For MILCON projects, the Civil Engineering Squadron Commander and installation commander must sign the certificate and submit it to the MAJCOM staff where it will be updated, retained and be readily available if required by HQ USAF.

II. PLANNING:
1. Environmental Impact Analysis Process (AFI 32-7061)
_____Categorical exclusion number _____ applies.
__X__Environmental Assessment under preparation. Expected completion date (ECD) is: February 2004.
_____Finding of No Significant Environmental Impact signed on: _____ (date).
_____Draft Environmental Impact Statement (EIS) under preparation. Expected completion date is: _____.
_____Draft EIS filed on _____ (date).
_____Final EIS filed on _____ (date).
_____Record of Decision signed on _____ (date).
_____Foreign nation or protected global resource exemption number _____ applies.
_____Environmental study (or review underway) under preparation. ECD is_____
_____Environmental study (or review) completed on ___.

2. Wetlands (AFI 32-7064):
__X__Project is not sited in a wetland.
_____Requirements of EO 11990 in progress. Estimated completion date is _____.
_____Requirements of EO 11990 completed on _____ (date). Finding of "No Practicable Alternative" signed _____ (date).

3. Flood plains (AFI 32-7064):
__X__Project is not sited in a 100-year flood plain.
_____Requirements of EO 11988 in progress. Estimated completion date is _____.
_____Project is sited in a 100-year flood plain. Requirements of EO 11988 completed on_____ (date). Finding of "No Practicable Alternative" signed _____ (date).

4. Coastal Zone Management (AFI 32-7064):
__X__Project does not directly affect a state coastal zone.
_____Consistency determination being developed. Estimated completion date is _____.
_____Consistency determination completed on _____ (date).

5. Coastal Barrier Resources (AFI 32-7064):
__X__Project is not sited within the Coastal Barrier Resources System.
_____Project excepted from the Coastal Barrier Resources Act (CBRA).
_____Consultation with the Regional Director, United States Fish and Wildlife Service (USFWS), in progress. Estimated completion date is _____.
_____Consultation with the Regional Director, USFWS, concluded _____ (date).

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6. Threatened and Endangered Species (AFI 32-7064):
__X__ Project has no potential for affecting threatened or endangered species or critical habitats.
_____ Based upon advice from USFWS or host nation liaison on _____(date), threatened or endangered species in the vicinity of the project will not be affected.
_____ Consultation with USFWS underway in accordance with the Endangered Species Act.
_____ Formal consultation with the Regional Director, USFWS completed on _____ (date).
_____ Biological Assessment is required. Estimated completion date is _____.
_____ Biological opinion issued by USFWS on _____ (date).

7. Cultural Resource Management (AFI 32-7065):
_____ Properties affected by project are addressed in a Programmatic Agreement that was fully executed with the State Historic Preservation Officer and the ACHP on _____ (date).
_____ Project area has not been surveyed for historic properties. Survey requirements are identified in the A-106 system and the estimated completion date is _____.
__X__ Project area has been surveyed and no historic properties were identified; the State Historic Preservation Officer was notified by letter dated 1992 .
_____ Survey identified historic properties but the project will have no effect on them; written concurrence by the State Historic Preservation Officer is dated _____.
_____ After consultation, State Historic Preservation Officer concurred that the project will have no adverse effect on historic properties. The Advisory Council on Historic Preservation concurred in writing with this determination on _____ (date).
_____ Project will have an adverse effect on historic properties. A memorandum of agreement (MOA) mitigating the adverse effect was executed on _____ (date),
_____ Estimated date to execute the MOA is _____ or No MOA was developed and the formal comments of the Council are being sought.
_____ Project will affect a site or property of interest to Native Americans.
Appropriate Native American Tribe or Group contacted on _____ (date).

8. Interagency and Intergovernmental Coordination for Environmental Planning (AFI 32-7060):
__X__ Coordination of proposed project with the state Single Point of Contact or other agencies is not required.
_____ Coordination with the state Single Point of Contact is in progress. Expected date of completion is _____ (date).
_____ Proposed project was coordinated with the state Single Point of Contact or other agencies on _____ (date). (Specify any other agencies).

9. Environmental Permits (AFIs 32-7040,7041,7042,7044):
_____ No permits are required.
_____ No permits required, but regulatory agency notification required prior to construction (e.g. underground storage tank removals)
__X__ The following permits are required prior to construction: (List the construction & operating permits).

1. Pima County Air Quality Permit

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2. Pima County Asbestos Removal Disposal Permit, need verified during design.
3. Pima County Lead Base Paint Removal Disposal Permit, need verified during design.
4. Construction Storm Water Permit

10. Potentially Regulated Substances(AFIs 32-1052,7042)
a. Asbestos:
_____not present; ___X___survey underway;
_____present (Asbestos will be removed and disposed of in compliance with all regulations.)

b. Lead-Based Paint:
_____not present; ___X____survey underway;
_____present (Mitigation will be in compliance with all Federal and State regulations.)

c. Ozone depleting substance:
__X__not present; _____survey underway;
_____present (Describe mitigation, or state why mitigation is not necessary)

d. Polychlorinated biphenyls (PCBs):
_____not present; ____X_____survey underway;
_____present (Describe mitigation, or state why mitigation is not necessary)

e. Radon:
__X__not present; _____survey underway;
_____present (Describe mitigation, or state why mitigation is not necessary)

f. Other known hazardous or toxic substances and pollutants: (e.g. contaminated soils)
_____not present; ____X_____survey underway;
_____present (Describe mitigation, or state why mitigation is not necessary)

11. Radon at New Construction Sites:
__X__not Present
_____Present

12. Installation Restoration Program (IRP):
_____Facility is not sited on or near an IRP site.
__X__Facility is sited near an IRP site. Approximately __125__feet away. (Warehouse)
_____Facility is on an IRP site.
_____A Request for Waiver was submitted to MAJCOM on _____ (date).
_____The site is projected to be remediated and/or closed out on _____ (date), prior to commencement of construction activities.
_____The nature of the site contamination does not preclude the type of construction activity proposed.
_____There is a Compliance Agreement associated with this site.
_____A Remedial Investigation Feasibility Study was completed on _____ (date) to accurately delineate the aerial extent of the contamination.

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13. Air Pollutants (AFI 32-7040):
__X__Will not be generated by the operation or construction of this facility.
_____Will be generated by the operation or construction of this facility. Describe type and amount of substance expected to be generated, existing control systems, and the need for additional controls.
_____Conformity determination not required.
_____Conformity determination required.

14. Solid and Hazardous Wastes (AFI 32-7042, 32-7080):
__X__Facility will not be used for managing solid or hazardous wastes.
_____Facility will be for managing solid or hazardous wastes.

15. Underground Storage Tanks (AFI 32-7044) (Check all that apply):
__X__No underground storage tanks are involved.
_____New underground storage tanks will be installed.
_____Existing tanks on the project site will be removed. Ensure regulatory agency has been notified

16. Air Installation Compatible Use Zone (AICUZ) (AFI 32-7063):
__X__Facility is sited in compliance with AICUZ Study. No noise level reduction is required.
_____Facility is sited in compliance with AICUZ Study. Noise level reduction of _____ will be provided in design and construction.
_____Noise waiver request is being processed.
_____Noise waiver has been granted.

17. Base Comprehensive Plan (AFI 32-7062):
__X__Facility is sited in a compatible land use category.
_____Facility is not sited in a compatible land use category for the following reason: _____.

18. Airfield Clearance Criteria (AFI 32-1026):
__X__Facility is in compliance with airfield clearance criteria, including clear zone, accident potential zones and airfield airspace (height obstruction) criteria.
_____A request for waiver to airfield/airspace clearance criteria is being prepared. Expected completion date is _____.
_____A temporary waiver for construction activity in the airfield vicinity was approved on _____ (date).
_____A permanent waiver of airfield/airspace clearance criteria was obtained on _____ (date).

19. Air Space Use:
__X__Project does not affect air space use and does not require submittal to Regional Administrator, FAA.
_____Project sent to Regional FAA on _____ (date).

20. Explosives Quantity/Distance Siting and Safety Clearance Criteria:
a. Projects involving munitions storage and explosives related facilities.
_____Project is not affected by Q/D criteria.
_____A request for waiver is under preparation. Expected completion date is _____.

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_____Request to waiver safety criteria sent to MAJCOM on _____ (date).
_____Explosive siting and safety approval obtained on _____ (date).

b. Projects not involving explosives:
__X__Project is not within the Q/D Clear Zone of any existing or proposed explosive-related facility.
_____A request for waiver is under preparation. Expected completion date is _____.
_____Exemption required and granted on _____ (date).

21. Air Base Survivability, Conventional Hardening, Chemical Protection Levels and Priorities, Camouflage, Concealment and Deception:
_____Project does not affect airbase operability
__X__Facility is sited or constructed in compliance with criteria contained in WMP-1
_____Waiver or exemption required; request submitted to MAJCOM Civil Engineering Readiness Office, in accordance with WMP-1.
_____Waiver or exemption granted on _____.

22. Allowance for Physically Handicapped:
_____Project provides all design features for handicapped.
__X__Project provides access and limited features.
_____Project provides access but no other features.
_____Design features for handicapped are not required.
_____Design features will not be provided for the following reason: _____.

23. Real Estate Requirement (AFR 32-9001):
__X__Project does not require acquisition of real estate interest.
_____Project requires acquisition of a real estate interest over $200,000.
_____Land interest is to be acquired through minor land authority.
_____Other (explain): _____.

24. Facility Security:
_____Threat assessment performed by OSI.
__X__Crime Prevention through Environmental Design methods to be incorporated into design if warranted. (see local Security Police).

25. Excess Space:
__X__Excess space is not available to satisfy the requirement.

26. Temporary Facilities:
__N/A__Temporary facilities are required for this project and will be demolished upon completion.
I concur with the above statements.

27. Command, Control, communications and Computer (C4) Systems Support
__X__The communication requirements have been reviewed and the base D4 systems blueprint has been appropriately updated.

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28. Energy Conservation
__X__ Project complies with minimum energy conservation performance standards.

29. Seismic Considerations
__X__ Seismic evaluations to be performed during design.
_____ Seismic deficiencies identified by seismic evaluation mitigated.

I concur with the above statements.

Mark W. Miller Ph.D. — 25 Sept. 2003
Environmental Point of Contact — Date

KARL S. BOSWORTH, LT COL, USAF — 25 SEP 03
Base Civil Engineer — Date

LAWRENCE S. STUTZREIM, COL, USAF — 25 SEP 03
Commander, 355th Wing — Date

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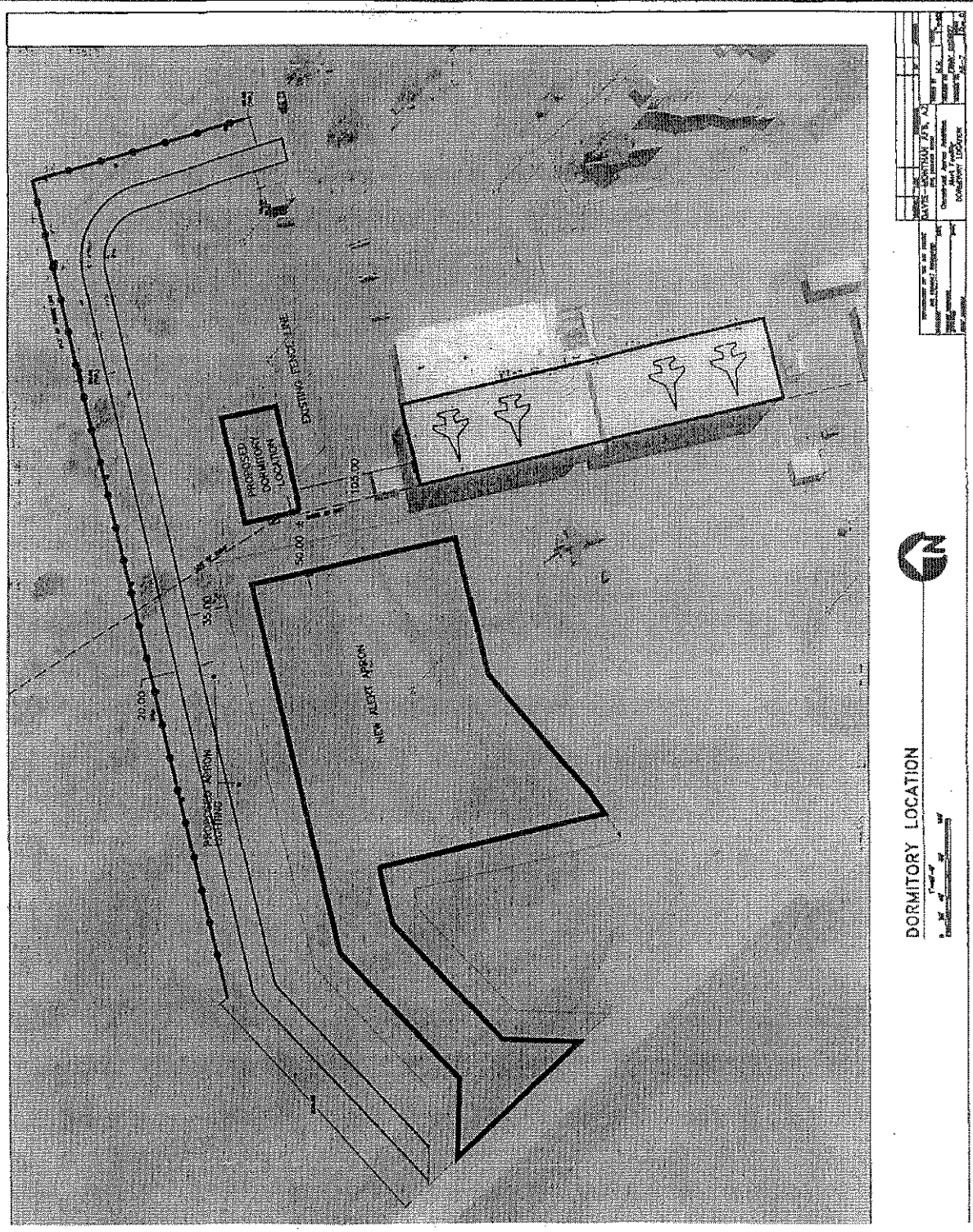

DAVIS-MONTHAN AIR FORCE BASE
ARIZONA
INSTALLATION RESTORATION PROGRAM

FINAL

DECISION DOCUMENT TO SUPPORT NO FURTHER ACTION SITES FT-03, FT-04, FT-05, OT-06, OT-07, SS-08, OT-11, OT-15, SD-17, OT-27, AND SS-28

Contract No. DACA45-96-P-0528, Delivery Order 01
Montgomery Watson File No. 1868.1601

Prepared For:

U.S. Army Corps of Engineers, Omaha District
215 North 17th Street
Omaha, Nebraska 68102-4978

Prepared By:

Montgomery Watson
1340 Treat Boulevard, Suite 300
Walnut Creek, CA 94596

July 1997

TECHNICAL DOCUMENT TO SUPPORT THE NO-FURTHER-ACTION DECLARATION

SITE AND LOCATION

Installation Restoration Program Sites FT-03, FT-04, FT-05, OT-06, OT-07, SS-08, OT-11, OT-15, SD-17, OT-27, and SS-28
Davis-Monthan Air Force Base
Tucson, Arizona

STATEMENT OF BASIS

This decision is based on the results of Installation Restoration Program (IRP) Phase 1 Records Search, Phase II Confirmation/Quantification Stage 1 Investigation, and other subsequent investigations conducted under the IRP.

DESCRIPTION OF THE SELECTED REMEDY

Based on investigations conducted at each site described herein, it has been determined that no contamination exists above any ARARs. Therefore, no further action under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) is required.

DECLARATION

This Decision Document represents the selected action for these sites developed in accordance with CERCLA, as amended by the Superfund Amendments and Reauthorization Act of 1986 (SARA), and the National Contingency Plan (NCP). It also satisfies the requirements of the National Environmental Policy Act that apply to CERCLA response actions. It has been determined that the selected remedy of no further action is protective of human health and the environment, attains federal and state requirements that are applicable or relevant and appropriate, and is cost effective.

Date: 8/2/97

Jeffrey P. Kulon, Manager
Remedial Projects Section
Waste Programs Division
Arizona Department of Environmental Quality

Date: 8/4/97

John D.W. Corley, Colonel
Commander, 355th Wing
United States Air Force

BIBLIOGRAPHY

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INTERDISCIPLINARY TEAM

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Patrick Ross, Air Pollution Issues